

# FY2011 Appropriations Request Form

Office of Congresswoman Jackie Speier  
211 Cannon House Office Building  
Washington, D.C. 20515  
Phone: 202/225-3531  
Fax: 202/226-4183  
Website: [www.speier.house.gov](http://www.speier.house.gov)

Individuals/Organizations must respond to all questions on the form. Incomplete proposals will not be considered.

All appropriations project requests will be presented to and evaluated by the 12<sup>th</sup> Congressional District's Citizens Oversight Panel, made up of community leaders. **This year's panel meetings will be held on February 26, March 5 and March 12, 2010 in the 12<sup>th</sup> Congressional District.** Appointments to appear before the panel must be made through Cookab Hashemi, Chief of Staff, at 202/225-3531 or via email, [Cookab.Hashemi@mail.house.gov](mailto:Cookab.Hashemi@mail.house.gov).

**IMPORTANT NOTE:** All information provided on this form and any supporting documents will be made available to the public on the Congresswoman's website.

**DEADLINE: Forms are due by Friday, February 12, 2010  
@ 6:00 p.m. (P.S.T.)/9:00 p.m. (E.S.T.). Project requests submitted after that  
date will not be considered.**

**Date Submitted:**

February 12, 2010

**Project Name:**

SFO Air Traffic Control Tower

**Individual/Organization:** *(Is the grantee located in the 12<sup>th</sup> Congressional District?)*

San Francisco International Airport. Yes, in San Mateo County.

**Amount Requested** (*if requesting report language, please attach.*):

\$10,000,000.

**Appropriations Bill/Account/Relevant Authorization law/bill/status** (*e.g., "Public Law 107-111"; "FY2008 DOD Authorization", "Currently pursuing authorization through Agriculture Committee", "Safe Drinking Water Act" or "Hatch Act"*) *Applicants uncertain as to how to answer this question should contact Cookab Hashemi at 202-225-3531 or via email, [Cookab.Hashemi@mail.house.gov](mailto:Cookab.Hashemi@mail.house.gov) for assistance:*

Identified Funding in FY 2009 Omnibus Appropriations Act, 2009 (HR 1105)  
under FAA appropriation (PL 111-8)  
Total: \$500,000

Identified Funding in FY 2010 Consolidated Appropriations Act, 2010 (HR 3288)  
under FAA appropriation (PL 111-117)  
Design and Construction Total: \$21,000,000

FY 2011 THUD: Transportation, Housing and Urban Development Appropriation  
Request:  
Construction Total: \$10,000,000

**Local Contact** (*Please provide full contact information, including any relevant phone extensions, and indicate if there is a separate D.C. contact. Please provide local address, state, zip code and email address*):

John L. Martin  
Airport Director  
650-821-5000  
[john.martin@flysfo.com](mailto:john.martin@flysfo.com)

**Organization's Main Activities.** (*Please limit your response to 250 words and indicate whether it is a public, non-profit or private for-profit entity.*)

San Francisco International Airport (SFO), a public entity owned and operated by the City and County of San Francisco, is the principal commercial service airport

for the San Francisco Bay Area. SFO is located 14 miles south of downtown San Francisco in an unincorporated area of San Mateo County. SFO is funded entirely through airline landing and rental fees and non-airline revenues such as concession and parking. SFO is committed to providing state-of-the-art safety and security measures, to the protection of the environment, to ensuring excellent customer service and to contributing to the health of the local economy.

According to final 2008 data from the Airports Council International, SFO ranked 10<sup>th</sup> in the United States total passengers. SFO was ranked the 10<sup>th</sup> most active airport in the United States in terms of origin and destination passengers according to 2008 U.S. DOT statistics.

**Please show main items in the project and total cost in a simplified chart form.**  
*(Please include the amount of any Federal/State/Local/Private funds, including any in-kind resources.)*

Construction: \$67,519,760  
Electronic Installation : \$1,000,000  
Planning: \$328,658  
Design: \$6,537,308  
Construction Management: \$4,493,652  
Materials Testing / Special Inspection: \$1,230,974

TOTAL: \$81,110,352

**Project Description, including a timeline, goals, expected outcomes and specific uses of Federal Funds.** *(Your response must focus on the requested funds rather than the organization's mission and general activities. Please limit your response to 250 – 500 words.)*

SFO's existing FAA Air Traffic Control Tower (ATCT) is seismically inadequate, SFO and the FAA agree that it is critical to provide a replacement ATCT at the earliest possible opportunity to minimize risk of injury to FAA staff and minimize the risk of interruption to operations as a result damage to the ATCT from a major seismic event. SFO proposes to implement the ATCT Program under a fast-track design-build delivery procurement. SFO and FAA partnership objectives are to expedite the completion of the replacement tower; develop a design which

integrate the FAA ATCT office and tower requirements with current and future planned airport terminal configuration; and provide for the appropriate access and phasing of construction of the integrated facility to mitigate potential cost impacts due to delays and disruption during construction. The selected site for the new ATCT is surrounded and in close proximity to the terminals, airfield and the roadways and requires selective demolition of Terminal 2, and is within the footprint of the future Terminal 1 Redevelopment.

SFO Timeline:

July 2010 – Start Design

October 2011 – Start Construction

December 2013 – Complete Construction

December 2014 – FAA Commissioning

March 2015 – Demolish Existing ATCT

**How will this project request serve to expand the capacity of your organization and how will your organization sustain this work beyond the federal funding?** *(Your response must focus on the impact of the requested funds rather than the organization's long-term goals.)*

The earmark will provide funding necessary for SFO to complete the design and begin construction for the FAA Airport Traffic Control Tower. The replacement ATCT for SFO would improve the capacity of the Airport (in terms of aircraft operations per hour), enhance the safety of the facility for the FAA staff working in the building, and protect these critical facilities and equipment in the event of a major seismic event. The seismic design of the ATCT at SFO, which was constructed in 1981, significantly predates current seismic design standards and does not meet current life safety code requirements. SFO believes it is prudent, due to life safety considerations, to construct a new ATCT, designed to current seismic codes and essential facility standards.

**Can this proposal be funded via fees levied on users of the service or via the ordinary capital budgeting process of the organization?**

Yes. The proposed Air Traffic Control Tower (ATCT) could be funded from general airport revenue bonds. However the total project cost is \$104.0 million,

including \$81.1 million for construction and \$22.9 million for demolition. SFO will fund the demolition component of the project. SFO activities are funded from rates and charges passed on to the airlines and passengers. Passing on the full costs of this project to the airlines and passengers will result in a significant burden and will likely impact overall revenue.

**What is the local significance of this project?**

The SFO Airport Traffic Control Tower Replacement project has local significance since the facility is a vital component of the national and local air traffic control system. During Fiscal Year 2008-09, SFO served approximately 36.5 million passengers. ATCT facilities are essential facilities that are critical to the smooth functioning of the National Airspace System and a loss of operational capability at the SFO ATCT in the event of a major earthquake would have significant negative impacts on the ability of the Airport to accommodate air traffic activity and have system wide implications. SFO completed a seismic analysis of the Terminal 2 complex and the existing ATCT in 2006 that found significant structural upgrading of the facility is required to meet current seismic and life safety code requirements.

Further, a recent economic study found SFO activities generate 63,420 jobs and \$4.5 billion of personal income and consumption expenditures in FY 2008. SFO activities provide \$692.6 million in Federal tax revenue and \$469.7 million in state and local tax revenue. Without a fully operational ATCT, there will be significant negative economic impacts in the 12<sup>th</sup> CD and the entire Bay Area.

**How many residents of the 12<sup>th</sup> CD will benefit from this project? (i.e. jobs created, services rendered to, how many people, etc.)**

This project is projected to create 584 jobs and, as the primary commercial airport of the Bay Area, serves the residents of the 12<sup>th</sup> CD.

**Please explain the federal interest in this proposal (i.e. meets a stated objective of federal policy, supports a federal agency, is the result of a federal law/mandate, etc.)**

ATCT facilities are essential facilities that are critical to the smooth functioning of the National Airspace System and a loss of operational capability at the SFO

ATCT in the event of a major earthquake would have significant negative impacts on the ability of the Airport to accommodate air traffic activity and have system wide implications nationally. Airport activities also generate an estimated \$469.7 million in Federal tax revenue.

**List any other organizations or state/local elected officials who have expressed support for the project in writing.** *(Please submit copies of support letters along with the request form.)*

FAA has indicated support for this project.

**Does the organization have any other funding requests for this project?** *(Federal, State, Local or private request pending?)*

None.

**Has the organization previously received Federal funds for this project?** *(Please list any funds received [by fiscal year] and briefly describe how those funds were spent.)*

SFO has been identified with funding in FY 2009 Omnibus Appropriations Act, 2009 (HR 1105) under FAA appropriation (PL 111-8) in the amount of \$500,000 for Siting Study.

SFO has been identified with funding in FY 2010 Consolidated Appropriations Act, 2010 (HR 3288) under FAA appropriation (PL 111-117) in the amount of \$21,000,000 for Design and Construction of this project.

**Has the individual and/or organization submitted the project request to other Member offices? If so, please identify below the names of the Members of Congress and staff persons.**

Yes.

Senator Dianne Feinstein  
Staff Persons: Ryan Hunt and Ben Kramer

Senator Barbara Boxer  
Bridget Petruczok and Denise Braemer

Congresswoman Nancy Pelosi, Speaker of the House  
Staff Persons: Scott Boule and Robert Edmonson

Congressman John Garamendi  
Staff Persons: John Franco

**Please attach a list of your organization's staff and board members from 2005 – 2010. (*if any*).**

**Please attach any additional relevant materials.**



February 10, 2010

The Honorable Jackie Speier  
12th Congressional District  
United States House of Representatives  
211 Cannon House Office Building  
Washington, DC 20515

Dear Congresswoman Speier:

I am writing this letter in support of San Francisco International Airport's request for \$10 million dollars in the FY 2011 Transportation-Housing and Urban Development appropriations bill to construct a new Air Traffic Control Tower (ATCT). Due to the inadequate seismic bracing system of SFO's existing Federal Aviation Administration (FAA) ATCT, SFO and the FAA agree that it is critical to provide for a replacement ATCT at the earliest possible opportunity. Over the past 18 months, SFO and FAA staffs have worked closely together and successfully determined the preferred location for a new tower between Terminals 1 and 2.

The total planning, design and construction costs of the tower replacement program are \$81 million. Congress and the FAA have provided a total of \$21.5 million of initial funding for this FAA owned and operated tower, for the first phases of planning and design work, but ongoing resources are necessary to meet the total amount of construction costs. It is critically important to ensure a steady flow of funding to ensure completion of the tower and to meet the project completion deadline of 2013.

Preliminary plans are being developed for the future redevelopment of Terminal 1, which will directly abut the footprint of the new tower and must be integrated to account for terminal programmatic needs including airline space, concessions development and checkpoint queuing. This drives the need to develop the tower as a facility integrated with this section of Terminal 1. The integrated construction plan will produce significant cost savings and reduce design integration risks for both the FAA and SFO, as a result of developing both facilities under a single design-build contract.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in black ink, appearing to read "Gavin Newsom", written over a horizontal line.

Gavin Newsom  
Mayor